

CHINA



MAIL

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

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日七初月二十年寅戊

PRICE: \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON:—F. ALGAR, 8, Clement's Lane, Lombard Street, GEORGE STREET & CO., 30, Cornhill, GORDON & GOTOR, Ladgate Circus, E. C. BARNES, HANDY & CO., 4, Old Jewry, E. C. SAMUEL DRACON & CO., 150 & 154, Leadenhall Street.

PARIS AND EUROPE:—LEON DE ROBERT, 19, Rue Monsieur, Paris.
NEW YORK:—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTOR, Melbourne and Sydney.

SAN FRANCISCO AND AMERICAN PORTS generally:—BRAN & BLACK, San Francisco.

SINGAPORE AND STRAITS:—SAYLE & CO., Square, Singapore. C. HENDERSON & CO., Malacca.

CHINA:—MACAO, MESSRS. A. A. DE MELLO & CO., SUCRE, CAMPBELL & CO., AMOY, WILSON, NICHOLLS & CO., FOOCHOW, HENDERSON & CO., SHANGHAI, LANE, CRAWFORD & CO., and H. KELLY & WALKER, YOKOHAMA, LANE, CRAWFORD & CO.

BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up CAPITAL, 5,000,000 Dollars.
RESERVE FUND, 1,200,000 Dollars.

COURT OF DIRECTORS.

Chairman—F. D. SARROON, Esq.
Deputy Chairman—W. H. FORBES, Esq.
E. R. BELLIER, Esq. A. McIVER, Esq.
H. L. DALRYMPLE, Esq. WILHELM REINER, Esq.
H. HOPKINS, Esq. W. S. YOUNG, Esq.
Hon. W. KESWICK.

CHIEF MANAGER.

Hongkong:—THOMAS JACKSON, Esq.
Shanghai:—EVER CAMERON, Esq.

LONDON BANKERS.

—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

On Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits:—
For 3 months, 3 per cent. per annum.
" 6 " 4 " " "
" 12 " 5 " " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Offices of the Corporation,
No. 1, Queen's Road East.
Hongkong, November 26, 1878.

ORIENTAL BANK CORPORATION.

(Incorporated by Royal Charter.)

RATES OF INTEREST ALLOWED ON FIXED DEPOSITS.

At 3 months' notice 3 per cent. Annum.
" 6 " " 4 " " "
" 12 " " 5 " " "

On Current Accounts at Rates which can be ascertained at their Office.
D. A. J. CROMBIE, Acting Manager.

Oriental Bank Corporation,
Hongkong, November 23, 1878.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

CAPITAL, 2,800,000.
RESERVE FUND, 2,150,000.

BANKERS.

THE BANK OF ENGLAND.

THE CITY BANK.

THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in HONGKONG grants Drafts on London and the Chief Commercial places in Europe and the East, buys and receives for collection Bills of Exchange, and conducts all kinds of Banking and Exchange Business.

RATES OF INTEREST ALLOWED ON DEPOSITS.

On Current Accounts, 2 per cent. per annum on the daily balance.
On Fixed Deposits:
For 3 months, 3 per cent. per annum.
" 6 " 4 " " "
" 12 " 5 " " "

For Sale.

FOR SALE.

FINE NEW FIGS, direct from Smyrna.
Brazil and Barcelona NUTS.
LETT'S DIARIES for 1879.
Central and Pin Fire CARTRIDGE CASES.
CLOTH and FELT GUN-WADS.
AMERICAN PARLOUR and COOKING STOVES.
COAL SCUTTLES, new designs.
FENDERS and FIRE IRONS.
COCOA MATTING.
TAPESTRY CARPET.
DOOR MATS.
California LAMBSWOOL BLANKETS.
WHITNEY BLANKETS.
REP and other TABLE COVERS, Fancy Patterns.

TABLE LINEN. Fine TURKISH TOWELS.
LINEN SHEETING. PILLOW LINEN.
GREEN and MARONE REP.
FLANNEL SHIRTINGS.
FANCY FLANNEL for Gents' Suits.
NAVY BLUE SERGE.
CLOTH TROUSER LENGTHS, Assorted Patterns.
ALBUMS, in great variety.
CRUMB BRUSHES and TRAYS.
CRUMB'S CASH and DEED BOXES.
VEYBON'S AUTOMATIC COFFEE MACHINES.
COFFEE ROASTERS. TREMBLING CALL BELLS.
IMPERIAL TRACING CLOTH.
DESSERT, DINNER and BREAKFAST SERVICES.
TABLE GLASSWARE, of every Description.

FOLDING CHAIRS.
CIGARS, CIGARETTES.
KELLY'S FAMOUS CUT TOBACCOS.
HOUSEHOLD STORES, of every Description.
CLARET in Casks. MALT. HOPS.
CAUSTIC SODA, CANADIAN POTASH.
CARBOLIC ACID: CHLORIDE OF LIME, &c., &c., &c.

LAMMERT, ATKINSON & CO.
Hongkong, November 16, 1878.

CHRISTMAS! CHRISTMAS!
CHRISTMAS!!!

ROSE & Co. have received, ex Argyle, Ferontia, and French and English Mails,
A WELL-SELECTED STOCK, comprising:—
LADIES' TRIMMED and UNTRIMMED FRENCH BONNETS and HATS.
FRENCH FLOWERS & FEATHERS.
FANCY TIES and SCARFS.
PLAIN and FANCY LINEN and LACE SETS.
NEW RIBBONS and LACES.
SUNSHADES in all the Newest Patterns.
FRENCH MANTLES and SHAWLS.
DRESS MATERIALS in all the Leading shades, with VELVETTES and TRIMMINGS to match.
BLACK and COLOURED SILKS, New Shades.
CHILDREN'S FANCY WOOL WRAPS, COSTUMES, and EMBROIDERED PEJESSES, WOOL GAITERS, HOSIERY, &c.
LADIES' and CHILDREN'S BOOTS and SHOES.
GENTLEMEN'S SHIRTS, COLLARS, HOSIERY, SCARFS and TIES, HANDKERCHIEFS, TRAVELLING RUGS, &c.
BED and TABLE LINEN.
TAPESTRY and CRETONNE HANGINGS, in all the New Shades and Designs.
TABLE CLOTHS and COVERS, to match.
EIDER DOWN QUILTS.

A Good Selection of MECHANICAL and other TOYS and GAMES, including ROCKING and VELOCIPED HORSES, CHILDREN'S FRENCH PERAMBULATORS, DOLLS' FRENCH PERAMBULATORS, LAWN TENNIS & CROQUET SETS, TENNIS MARKERS and BALLS, THE OLEOPATRA, ROULETTE, MAGIC FISH, &c., &c. BONBON and CRACKERS, in Great Variety.

CHRISTMAS PRESENTS and NEW YEARS' GIFTS for LADIES and GENTLEMEN, in the Latest Novelties and Inventions.
Hongkong, December 11, 1878. ja1

SAM HING
HAS JUST RECEIVED PER "CYPRUS," AND
HAS FOR SALE—
NEW PATTERNS in CARPETS,
WINDOW CURTAINS of all kinds,
TABLE CLOTHS & TABLE NAPKINS,
HATS in every style,
DRESS BOOTS, and SHOES,
88 and 90, Queen's Road Central,
Hongkong, December 11, 1878. ja1

For Sale.

CHRISTMAS STORES —AND— PRESENTS.

PLUM PUDDINGS.
CHRISTMAS CAKES.
MINCEMEAT.
SMYRNA FIGS.
ELVAS PLUMS.
CRYSTALLISED FRUITS.
DRAGEES.
French and English BONBONS.
CHOCOLATE for DESSERT.
ASSORTED COCAQUES.
TELEPHONE CRACKERS.
CONFERENCE CRACKERS.
AQUARIUM CRACKERS.
French and English TOYS.
MECHANICAL TOYS.
DOLLS, in latest Parisian Costumes.
SWIMMING DOLLS.
DOLLS' PORTMANTEAUX.
DANCING and WALKING DOLLS.
PUNCH and JUDY SHOW.
ROCKING HORSES.
MUSICAL BOXES.
TEA and DINNER SETS.
NOAH'S ARK.
WHEELBARROWS.
GUNS and SWORDS.
SPADES and PAIRS.
BARREL ORGANS.
LADIES' ALBUMS.
LADIES' DRESSING CASES.
GLOVE and HANDKERCHIEF BOXES.
WORK BASKETS and BOXES.
LADIES' COMPANIONS.
PHOTOGRAPH FRAMES.
CARD RECEIVERS.
STATUETTES.
Bohemian FLOWER VASES.
Pharaoh WRITING CABINETS.
SCENT CASES in Velvet and Crystal.
RUSSIA POCKET BOOKS.
MOROCCO CIGAR CASES.
Electro-Plated SCISSORS in Cases.

BIBLES.
PAINT BOXES, Fitted.
TOILET BOTTLES and VASES.
ANEROIDS.
CROCODILE SCENT CASES.
CIGAR BOXES.
WRITING DESKS.
MEERSCHAUM PIPES.
LATEST DESIGNS in Electro-Plated Ware.
MARK TWAIN'S SCRAP BOOKS.
PASTORAL'S HAVANA CIGARS, &c., &c., &c.

LANE, CRAWFORD & CO.
Hongkong, November 29, 1878.

Intimations.

6th DRAWING.

Chinese Imperial 8 per Cent. Loan of 1874.

NOTICE IS HEREBY GIVEN, that in conformity with the stipulation contained in the Bonds of this Loan, the following numbers of Bonds to be paid off at par, in Hongkong on the 31st of December, and in London, on the 49th of February next, when the interest thereon will cease to be payable, were this day Drawn at the Offices of the HONGKONG AND SHANGHAI BANKING CORPORATION, situate No. 31 Lombard Street, in this City, in the presence of Mr. WILLIAM NICHOLLS, Acting Accountant of the said Corporation, and of the undersigned Notary.

NUMBERS OF BONDS DRAWN.

314 Bonds Nos.:—
20 649 1291 1928 2565 3193 3804 4428 5057 5673
23 665 1316 1951 2591 3208 3824 4445 5070 5698
42 687 1339 1965 2601 3230 3847 4462 5097 5720
78 718 1349 1992 2623 3255 3862 4482 5108 5733
93 728 1367 2013 2644 3262 3898 4513 5128 5760
113 753 1400 2026 2673 3296 3913 4534 5168 5773
140 775 1408 2055 2683 3312 3937 4558 5173 5803
165 789 1438 2073 2709 3321 3963 4584 5194 5800
179 802 1452 2086 2732 3343 3971 4597 5219 5823
186 837 1469 2117 2766 3373 3997 4615 5223 5841
207 859 1488 2124 2762 3398 4001 4629 5244 5872
230 861 1512 2149 2791 3413 4037 4657 5271 5900
249 892 1524 2162 2801 3437 4045 4661 5289 5903
266 917 1554 2189 2824 3455 4078 4681 5320 5938
285 939 1569 2220 2846 3476 4095 4714 5331 5953
315 947 1600 2221 2861 3496 4112 4729 5359 5977
338 974 1611 2269 2882 3520 4131 4742 5376 5988
353 983 1625 2275 2905 3527 4162 4766 5386 6019
358 983 1625 2275 2905 3527 4162 4766 5386 6019
372 1010 1647 2281 2930 3564 4172 4785 5403 6027
392 1034 1671 2303 2947 3569 4181 4807 5422 6043
418 1053 1697 2329 2969 3591 4208 4824 5444 6063
434 1071 1716 2344 2989 3616 4226 4852 5465 6082
455 1081 1732 2361 3001 3622 4248 4877 5490 6103
468 1115 1742 2400 3041 3667 4265 4884 5501 6127
486 1136 1776 2411 3065 3691 4297 4910 5535 6143
515 1149 1782 2438 3081 3694 4306 4940 5545 6163
525 1161 1807 2445 3083 3714 4326 4967 5567 6192
546 1186 1823 2475 3107 3732 4362 4965 5581 6214
564 1211 1850 2482 3131 3748 4382 4985 5587 6224
588 1225 1870 2510 3141 3764 4400 5011 5624 6255
606 1245 1889 2524 3172 3782 4416 5032 5657 6271
630 1269 1905 2534

For £100 Sterling each, = £31,400.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
(Signed) W. NICHOLLS,
Acting Accountant.

Counter-signed:
W. W. YEN, Junlor,
Notary Public,
8, Fong's Head Alley, Cornhill, E.C.

LONDON, 22nd October, 1878.

Intimations.

CHINESE IMPERIAL EIGHT PER CENT. LOAN OF 1874.

THE COUPONS falling due on the 31st December next of the above LOAN, together with the BONDS DRAWN for redemption, will be paid at the Office of this CORPORATION on and after that Date.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
Agents Issuing the Loan,
T. JACKSON,
Chief Manager.
Hongkong, December 28, 1878. ja1

W. KERB TAYLOR,
HOUSE AND SHIP PAINTER,
DECORATOR,
GLASS EMBOSSEING AND GILDING.
Temporary Premises: Fletcher's Buildings,
Behind R. N. Seaman's Club,
HONGKONG.
December 28, 1878. ja9

NOTICE.

TENDERS for REPAIRING the French Barque "ESPERANCE" GUILLOU, Master, will be Received at the French Consulate up to TUESDAY, the 31st of December, at 3 p.m.

Separate Tenders required:—
a.—For Repairing the Hull of the Vessel.
b.—For Repairing the Rigging of the Vessel.

For particulars, apply to the French Consulate, or the Captain on Board.
CARLOWITZ & Co.,
Agents.
Hongkong, December 28, 1878. de31

Shipping.

Steamers.

NOTICE.
The Departure of the S. S. "ZAMBOANGA" for PORT DARWIN, COOK-TOWN, SYDNEY, MELBOURNE, &c., is unavoidably POSTPONED until TUESDAY, the 31st Instant, at 3 p.m.

For Freight or Passage, apply to GEO. R. STEVENS & Co.
Hongkong, December 28, 1878. de31

FOR MANILA.
The Steamship "ESMERALDA," Capt. CULLEN, will be despatched for the above Port on TUESDAY, the 31st Instant, at 4 p.m.

For Freight or Passage, apply to RUSSELL & Co.
Hongkong, December 28, 1878. de31

FOR SAN FRANCISCO.
The 41 British Ship "MIN-Y-DO," Captain LESLIE, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co.
Hongkong, November 26, 1878.

FOR SAN FRANCISCO.
The 41 German Bark "MANILA II," GONNER, Master, having the greater portion of her Cargo engaged, will load here for the above Port, and will be despatched on or about the 5th January.

For Freight, apply to VOGEL, HAGEDORN & Co.
Hongkong, December 16, 1878.

FOR HAMBURG.
The 3/8 L. 1. 1. German Bark "CONDOR," STEFFENS, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co.
Hongkong, December 13, 1878.

FOR NEW YORK.
The American Ship "FLEETWING," Guest, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co.
Hongkong, December 3, 1878.

FOR LONDON.
The 41 British Bark "MERCURY," D. THOMAS, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co.
Hongkong, December 3, 1878.

FOR NEW YORK.
The 41 American Ship "MELROSE," Pitman, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co.
Hongkong, December 3, 1878.

Shipping.

Sailing Vessels.

FOR MELBOURNE & DUNEDIN (N.Z.)
The British Barque "HOTSPUR," Capt. SHAW, will have a quick despatch for the above Ports.

For Freight, apply to ROZARIO & Co.
Hongkong, November 11, 1878.

FOR LONDON.
The 3/8 L. 1. 1. Swedish Bark "ALMA," Captain O. OHLSSON, will be despatched as above on or before the 10th January, 1879.

For Freight, apply to MEYER & Co.
Hongkong, December 12, 1878.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions from the Hon. J. M. PRICE, to sell by Public Auction, on

MONDAY, the 6th January, 1879, at 2 o'clock p.m., (owing to change of Residence), at his residence, West Hermitage, Caine Road,—

The Whole of the HOUSEHOLD FURNITURE, &c., comprising: Drawing, Dining, Bed, and Library, Rooms' Furniture.

English-made Walnut Cretonne Covered Drawing-room Suite.

French-made Marble-top Side Table, Card Tables and Plate Glass Cabinets.

Gilt Framed Chimney Glass, Chromolithographs, Water Colors, Engravings, Marble Mantel-piece Clock, Italian Bronzes and Ornaments.

A Valuable Collection of Rare Minerals and Shells.

English-made Mahogany Extension Dining Table and Sideboard.

Dining-room Chairs, Whatnots, Dinner, Dessert, and Breakfast Sets, Glassware, Plated-ware and Table Linen.

Electric Observatory Clock and Thermometers.

Iron Bedstead, Wardrobes, Chest of Drawers, English-made Morocco Covered Couch, Mahogany Marble-top Washstand, Teak Writing Table, Glass Book Cases.

Catalogues will be issued, and the whole to be on view on and after Saturday, the 4th January.

TERMS OF SALE.—As customary.
J. M. ARMSTRONG,
Auctioneer.

Hongkong, December 23, 1878. ja6

PUBLIC AUCTION.

THE Undersigned have received instructions from Messrs BIRLEY & Co. to sell by Public Auction, by Order of the Mortgagees, on or about the 20th JANUARY, 1879, the 1st Class

IRON SCREW STEAMSHIP "AMERICA,"

of 563 Tons Net Register, Built in 1873 by Messrs. J. and R. SWAN, of Dumbarton, and Engineed by Messrs. Tait and McGregor, of Glasgow, with Compound Vertical Direct-Acting Surface-Condensing Engines of 90 Horse-Power (nominal), working up to 450 H.P. effectual; Consumption of Coal (Cardiff), about 8 Tons; Speed, about 8 Knots; Capacity of Bunkers, 180 Tons; Diameter of Cylinders, 25 and 48 inches; Boiler Multitubular; Length 210 feet 3 in.; Breadth, extreme, 26 feet 7 in.; Depth of Hold, Tonnage Deck to Ceiling, 20 feet 6 in.; Spar Deck, Deck to Deck, 6 feet 7 in.; Draft, light, 9 feet; loaded, 17 feet; D. W. Capacity, including Bunkers, 1,100 Tons, or 16,500 Piculs exclusive of Bunkers; Class, Lloyd's 90 A1; Water Ballast; Tween Decks laid; 3 Steam Winches, and HANFIELD'S Patent Windlass; Saloon amidships for 10 Cabin Passengers and Cabin aft for 8. Boilers situated in Hongkong in June, and the Hull and Machinery now in first-class order.

Spare Engine Gear and Coal to be SOLD SEPARATELY.

For further Particulars, apply to Messrs. BIRLEY & Co., or the AUCTIONEERS, where Inventory and Plan of the Vessel can be seen.

TERMS OF SALE.—Half Cash on fall of the hammer. The Balance on completion of Transfer, expenses of which are to be borne by the Purchaser. The Ship and Inventory, with all faults and errors of description, to be at the Purchaser's risk at fall of the hammer.

HUGHES & LEGG,
Auctioneers.

Hongkong, November 16, 1878. ja30

Intimations.

G. FALCONER & Co.,
WATCH AND CHRONOMETER
MANUFACTURERS,
AND
JEWELLERS.
NAUTICAL INSTRUMENTS, CHARTS
AND BOOKS.
48, Queen's Road Central.
Hongkong, December 20, 1878. ja20

MOORE & Co.,
"PARIS STORE,"
NEWS AGENTS AND TOBACCONISTS.
No. 42, Queen's Road Central.
Hongkong, September 10, 1878.

WONG CHIU,
PHOTOGRAPHER,
No. 84, Queen's Road, HONGKONG.
(Opposite the P. & O. Co.)

CHINESE VIEWS
FOR SALE AT MODERATE PRICES.
December 11, 1878. jall

AFONG,
PHOTOGRAPHER,
by appointment, to
H. E. SIR ARTHUR KENNEDY, H. E. AD-
MIRAL ALFRED P. RYDER, AND TO H. I. H.
THE GRAND DUKE ALEXIS OF RUSSIA.

UNDER the Management of D. K.
GRIFFITH, recently of the Wood-
bury & Co.
Enlargements are now being made in
PERMANENT PICTURES, Guaranteed to be
indestructible by time or climate and at
prices very little more than were charged
for the old perishable Silver Prints.
Amongst the Novelties is a quick-setting
instrument for the production of Children's
Portraits.

ALL STYLES OF PHOTOGRAPHY!
Taken Daily at Moderate Charges.
STUDIO, QUEEN'S ROAD,
Nearly opposite The Hongkong Hotel.
Hongkong, December 13, 1878.

**OFFICE OF THE CHINESE INSUR-
ANCE CO., LIMITED.**

NOTICE is hereby given, that in con-
sequence of Messrs OLYPHANT
& Co. having SUSPENDED PAYMENT, the
Board of Directors of the above Company,
at a SPECIAL MEETING held at the
Head Office TO-DAY, the 9th Instant,
Appointed Mr. J. BRADLEE SMITH as
General Agent, pro tem, by whom all Busi-
ness of the said Company will be transacted.

To Confirm the Action of the Board of
Directors with Reference to the Appointment
of Mr. J. BRADLEE SMITH as
General Agent of the Company, an Extra-
ordinary MEETING of the SHARE-
HOLDERS will be held at the Head Office
of the Company, on MONDAY, the 13th
January, 1879, at 3 o'clock in the After-
noon, when an audited Statement of the
Affairs of the Company will be submitted.

By Order of the Board,
WM. REINERS,
Chairman.

Hongkong, December 9, 1878. ja13

NOTICE.

G. FALCONER & Co. beg to an-
nounce that, during DECEMBER and
JANUARY next, they will offer their Large
and Magnificent Stock of JEWELLERY,
WATCHES, CLOCKS, SILVER and
ELECTRO-PLATE, &c., &c., Considerably
under the Usual Prices.

Shortly expected from England, an
Elegant Assortment of SILVER CUPS,
suitable for REGATTA or RAOS MEETINGS.
Hongkong, November 26, 1878. tel

**HONGKONG & CHINA GAS COM-
PANY, LIMITED.**

THE Transfer BOOKS of this Company
will be CLOSED on the 27th Inst.
to the 3rd Proximo, both days inclusive.
A. NEWTON,
Manager.

Hongkong, December 16, 1878. ja3

**THE CHINESE INSURANCE CO.,
LIMITED.**

NOTICE.

THE Transfer BOOKS of this Company
will be CLOSED from the 20th to the
31st Instant, both days inclusive.
By Order of the Board of Directors,
J. BRADLEE SMITH,
General Agent, pro tem.

Hongkong, December 13, 1878.

**HONGKONG HORTICULTURAL
SOCIETY.**

THE ANNUAL EXHIBITION of the
SOCIETY will take place about the
middle of FEBRUARY next.
The Days of Exhibition will be advertised
at an early date.
W. M. B. ARTHUR,
Hon. Secretary.

Hongkong, December 13, 1878. ja28

NOTICE.

IN Consequence of the Fire, NAM HING
LOONG has REMOVED to No. 8,
STANLEY STREET, where Business will be
Conducted as usual.
Hongkong, December 28, 1878. ja28

NOTICE.

FROM the 1st of OCTOBER,
DR. EASTLAKE will receive his
PATIENTS at his new DENTAL ROOMS,
No. 50, QUEEN'S ROAD CENTRAL, over the
MEDICAL HALL.
Hongkong, September 23, 1878.

Intimations.

NEW YEAR HOLIDAY.
THE undermentioned BANKS will
be Closed on WEDNESDAY, the
1st January, 1879.

For the "Oriental Bank Corporation,"
D. A. J. CROMBIE, Act'g Manager.
For the "Chartered Mercantile Bank of
India, London and China,"
H. H. NELSON, Manager.

For the "Chartered Bank of India, Aus-
tralia and China,"
WILLIAM FORREST, Manager.

For the "Comptoir d'Escompte de Paris,"
E. SCHWELIN, Act'g Agent.
For the "Hongkong and Shanghai Bank-
ing Corporation,"
T. JACKSON, Chief Manager.

For the "National Bank of India, Ltd.,"
R. H. SANDERMAN, Manager.
Hongkong, December 23, 1878. jal

**IN THE SUPREME COURT OF
HONGKONG.**

IN BANKRUPTCY.

NOTICE.—WILLIAM PUSTAU lately
trading at Victoria in the Colony of
Hongkong, Canton and Shanghai in China
in co-partnership with CARL WILHELM
SIEGFRIED WILLIAM PUSTAU the
Younger and CONRAD MUNROE DON-
NER under the Style or Firm of "WM.
PUSTAU & Co." as Merchants and Com-
mission Agents, and also lately carrying on
Business at Hamburg in the Empire of
Germany under his individual name and
on his sole account and the said CONRAD
MUNROE DONNER, having been re-
spectively adjudged Bankrupts under Peti-
tions for adjudication of Bankruptcy filed
in the Supreme Court of Hongkong in
Bankruptcy on the 23rd day of December,
1878, and the 27th day of December, 1878,
respectively are hereby required to sur-
render themselves to the Honorable CHAR-
LES BUSHN PLENNER the Registrar of the
said Court at the first Meeting of Creditors
to be held before the said Registrar on
TUESDAY, the 14th day of January,
1879, at 11 a.m., precisely at the said
Court.

The said CHARLES BUSHN PLENNER is
the Official Assignee and Messrs SEARF,
TOMLIN and JOHNSON are the Solicitors
acting in the respective Bankruptcies.

A Public Sitting will hereafter be ap-
pointed by the said Court for the said
Bankrupts to pass their final examination
and to make application for their discharge
of which sitting notice will be given in the
Hongkong Government Gazette.

At the First Meeting of Creditors the
Registrar will receive the Proofs of the
Debts of the Creditors and the Creditors
may elect an Assignee or Assignees of the
Bankrupts' Estate and Effects.

Dated this 28th day of December, 1878.

**IN THE MATTER OF THE ESTATE
OF**

JOAO JOAQUIM DOS REMEDIOS,

Deceased.

IT is hereby notified that Probate of the
last Will and Testament of JOAO
JOAQUIM DOS REMEDIOS, Deceased,
was Granted to the Undersigned on the
25th day of November, 1878.

(Signed) J. H. DOS REMEDIOS,
" D. A. DOS REMEDIOS,
" M. C. DO ROZARIO,
" A. A. DOS REMEDIOS.

Hongkong, December 14, 1878. ja14

DENTAL NOTICE.

DR. ROGERS has Retained and is
Now Ready to RECEIVE PATIENTS
at No. 7, ARBUTHNOT ROAD.

Hongkong, November 23, 1878.

CAUTION TO THE PUBLIC!

DR. BRIGHT'S PHOSPHODYNE.

WHEREAS it having become known to the
Proprietors of Dr. BRIGHT'S PHOSPHODYNE
that a worthless imitation, bearing a similar
name, is exported to India, China, &c., and
endeavored to be foisted on purchasers as equal
in efficacy to Dr. BRIGHT'S Phosphodyne, they feel
it due to the public to specially caution them
against this compound and request their most
careful attention to the following distinctive
characteristics of Dr. BRIGHT'S (the only genuine)
Phosphodyne.

1st.—That Dr. BRIGHT'S Phosphodyne is sold
only in cases.

2nd.—The words "Dr. BRIGHT'S Phospho-
dyne" are clearly blown in each bottle.

3rd.—The Registered Trade Mark and
Signature of Patentees are printed on
the label of every case.

4th.—Directions for use in all the following
languages are enclosed in each case—

English, French, German, Italian, Dutch,
Spanish, Portuguese, Russian, Danish,
Turkish, Persian, Hindostani, Madrasse,
Bengalee, Chinese, and Japanese.

Without which none can POSSIBLY
be Genuine.

DR. BRIGHT'S PHOSPHODYNE

Is the Only Reliable Remedy for
NERVOUS AND LIVER COMPLAINTS
AND ALL
FUNCTIONAL DERANGEMENTS.

* DR. BRIGHT'S PHOSPHODYNE is
patronized by the Aristocracy and the Elite,
extensively used in the Army and Navy, and
strongly recommended by the leading Medical
Practitioners.

DR. BRIGHT'S PHOSPHODYNE

Is sold by all Chemists and Patent Medicine
Vendors throughout the Globe.

In India, China, &c., DR. BRIGHT'S PHOS-
PHODYNE is generally sold at an advance
on the English Price.

The high Estimation in which Phosphodyne
is held is unquestionably due to its adminis-
tration in this form. Therefore

ASK FOR

DR. BRIGHT'S PHOSPHODYNE

And do not be persuaded to take any
Useless and Possibly Dangerous
Imitation.

CAUTION TO MEDICINE VENDORS.

The Trade Mark, Label, &c., of DR.
BRIGHT'S PHOSPHODYNE are duly entered
at Stationers' Hall, London, and are also re-
gistered in the Chief Cities of the World.

Chemists and Druggists are hereby warned
that legal proceedings will be immediately in-
stituted by the Authorized Agents, against any
person or persons selling fraudulent imitations
of DR. BRIGHT'S (the only genuine) PHOS-
PHODYNE, from this date, 1st October, 1878.

Notices to Consignees.

**COMPAGNIE DES MESSAGERIES
MARITIMES.**

S. S. IRAOUADY.

NOTICE.

CONSIGNÉES of Cargo per S. S.
Copernic, from London, in connec-
tion with the above Steamer, are hereby
informed that their Goods are being
landed and stored at their risk at the Com-
pany's Godowns, whence delivery may be
obtained immediately after landing.

Optional Cargo will be forwarded on,
unless intimation is received from the Con-
signees, before TO-DAY, the 27th Inst.,
at 2 p.m., requesting it to be landed here.
Bills of Lading will be countersigned by
the Undersigned.

Goods remaining unclaimed after THURSDAY,
the 2nd January, 1879, at Noon, will
be subject to rent and landing charges.
No Fire Insurance has been effected.

L. HENNEQUIN,
Act'g Agent.

Hongkong, December 27, 1878.

**COMPAGNIE DES MESSAGERIES
MARITIMES.**

NOTICE TO CONSIGNÉES.

CONSIGNÉES of the following Cargo
are requested to send in their Bills of
Lading to the Undersigned for counter-
signature, and take immediate delivery.
This Cargo has been landed and stored at
their risk and expense.

No Fire Insurance has been effected.

L. HENNEQUIN,
Act'g Agent.

Ex "Anadyr."

T. H. Tan Sive, 4 pkgs. Metal, from
Batavia.

Ex "Pei Ho."

N M K (in diamond) 545 Imp. Aldridge
V S O Salmon & Co., from London, 2 cases
Millinery.

Hongkong, December 5, 1878.

Not Responsible for Debts.

**Neither the Captain, the Agents, nor
Owners will be Responsible for any
Debt contracted by the Officers or Crew
of the following Vessels, during their stay
in Hongkong Harbour:—**

FONTEYNE, British ship, Capt. Geo. B.
Taylor.—Arnhold, Karberg & Co.

COMMISSARY, British ship, Captain A.
Morrison.—Meyer & Co.

FANNY, French barque, Captain E. M.
Gouyo.—Landstein & Co.

NAPIER, British barque, Capt. W. L.
Bryar.—Messageries Maritimes.

TAIWAN, German barque, Captain C. J.
Arnhold.—Arnhold, Karberg & Co.

ANNIE S. HALL, American barque, Capt.
Chas. H. Nelson.—Captain.

S. R. BEARCE, American barque, Capt.
A. E. Oakes.—Russell & Co.

PHAZTON, British barque, Captain H.
Schoel.—Waller & Co.

CINGALES, British barque, Captain John
Le Couter.—Jardine, Matheson & Co.

PRINCE ARTHUR, British barque, Capt.
R. Willis.—Chinese.

KVIE, Norwegian barque, Captain Ole
Larsen.—Meyer & Co.

MAID OF JUDAH, British barque, Capt.
Alfred W. Webb.—Ropario & Co.

DAYINA, British barque, Captain Geo.
Scott.—Arnhold, Karberg & Co.

NOW READY.

**A CHINESE DICTIONARY IN THE
CANTONESE DIALECT.** Parts I.
and II., A to M, with Introduction. Royal
8vo., pp. 404.—By ERNEST JOHN EYRE,
Ph.D. Tübingen.

Price: FIVE DOLLARS, or TWO DOLLARS
and A HALF per Part.

To be had from Messrs LANE, CRAWFORD
& Co., Hongkong and Shanghai; and Messrs
KELLY & WALKER, Shanghai.

Hongkong, March 1, 1878.

To-day's Advertisements.

FOR SWATOW, AMOY & FOOSHOW.

The Steamship
"KWANGTUNG,"
Capt. PUGHARD, will be de-
spatched for the above Ports
on FRIDAY, the 3rd January, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.

Hongkong, December 30, 1878. ja3

FOR HOIHOW AND HAIPHONG.

The Steamship
"ATALANTA,"
Captain G. PRIZREZ, will be
despatched as above on FRI-
DAY, the 3rd Proximo, at 7 a.m.

For Freight or Passage, apply to
MEYER & Co.

Hongkong, December 30, 1878. ja3

FOR NEW YORK.

The 41 American Bark
"J. H. INGERSOLL,"
Captain Dow, will sail here
for the above Port, and will
have quick despatch.

For Freight, apply to
RUSSELL & Co.

Hongkong, December 30, 1878. ja30

NOTICE.

THE Head Office of the CHINESE IN-
SURANCE COMPANY, LIMITED,
is This Day REMOVED to No. 38, QUEEN'S
ROAD CENTRAL.

J. BRADLEE SMITH,
General Agent,
pro tem.

Hongkong, December 30, 1878. ja30

To-day's Advertisements.

**THEATRE ROYAL,
CITY HALL,
HONGKONG.**

**SATURDAY EVENING,
January 4th, 1878.**

M. R. H. VERNON

begs to announce that he
will take his

FAREWELL BENEFIT.

On the above Date, on which occasion he will
be assisted by the

AMATEUR DRAMATIC CORPS,
Who have kindly given their valuable
services.

The Performance will commence with
H. I. WILLIAMS

Admirable Farce Entitled:

"IOI ON PARLE FRANÇAIS,"

Principal Characters by the

AMATEUR DRAMATIC CORPS;
And conclude with

**CHARLES DIBDIN'S CELEBRATED BALLAD
OPERA**

"THE WATERMAN,"

Principal Characters by the

AMATEUR DRAMATIC CORPS,
Miss CLARA STANLEY,
Miss FLORENCE HOWE,
Miss BERTHA DRAEGER,
AND
MR. H. VERNON.

Tickets to be had and Seats secured at
Messrs LANE, CRAWFORD & Co.'s, where a
Plan of the Theatre may be seen.

PRICES OF ADMISSION:

Dress Circle, or Orchestra

Stalls..... Two DOLLARS.

Pit..... ONE DOLLAR.

Ladies unaccompanied by Gentlemen
cannot be admitted.

Hongkong, December 30, 1878. ja5

SHIPPING.

ARRIVALS.

Dec. 29, 4 p.m., *Atalanta*, German str.,
782, G. Petersen, Haiphong Dec. 24, and
Hoihow Dec. 28, General.—MEYER & Co.

Dec. 29, *Emeralda*, British steamer, 395,
Cullen, Amoy Dec. 28, General.—RUSSELL
& Co.

Dec. 29, *Yatung*, British steamer, 286,
S. W. Goggin, Swatow Dec. 28, General.—
KWOK AORONG.

Dec. 30, *Ningpo*, British steamer, 761, R.
Cass, Shanghai Dec. 27, 2 p.m., General.—
SIEMSEN & Co.

Dec. 30, *America*, British steamer, 562,
J. Graham, Haiphong Dec. 24, via Hoihow,
General.—LAPRAIK & Co.

Dec. 30, *Stonewall Jackson*, American
barque, 1102, N. S. Bartlett, Newcastle
(N.S.W.) Nov. 8, Coal.—ARNOLD, KAR-
BERG & Co.

DEPARTURES.

Dec. 28, *Moneta*, for New York.

29, *Douglas*, for Coast Ports.

29, *Burmese*, for Yokohama.

29, *Holstein*, for Guam.

29, *Hakon Adelstein*, for Singapore.

29, *Somerset*, for Australian Ports.

29, *Huihow*, for Amoy, &c.

29, *Phalae*, for Hoihow.

29, *Bygon*, for Takow, &c.

29, *Frederick*, for Tournon.

29, *Frederick*, for Shanghai.

30, *Varuna*, for Canton.

30, *Ningpo*, for Fuzhou.

CLEARED.

Nardoo, for Guam.

Marco Polo, for Quinhon.

PASSENGERS.

ARRIVED.

Per *Atalanta*, from Haiphong, &c., Mr
Ed. Hertton, and 68 Chinese.

Per *Ningpo*, from Shanghai, Hon. J.
Russell, Dr. and Mrs. Pollock, Lieut.
Saunders, Dr. Berry, Mr. W. Burr, and 66
Chinese.

Per *Emeralda*, from Amoy, 160 Chinese,
and 1 European deck.

Per *Yatung*, from Swatow, 180 Chinese.

Per *America*, from Haiphong, &c., 80
Chinese.

of the sum of \$5,000. The charge set forth that the defendant was arrested by virtue of a warrant granted by C. V. Greagh, Esq., for unlawfully and maliciously and feloniously setting fire to a certain house No. 3 Hing Leung Street, with intent thereby to defraud the Lancashire Insurance Company of the sum of five thousand dollars, the amount the goods alleged to be stored in the said house were insured for. He was arrested by Inspector Matheson at the office of Messrs Arnold Karberg & Co., the agents of the Company he is said to have attempted to defraud. Inspector Matheson applied for a remand. The case was therefore remanded till to-morrow (Tuesday).

DRUNKENNESS.
William Chalmers, seaman H. M. S. *Victor Emanuel*, drunk and disorderly. Fined 50 cents and ordered to pay 80 cents amend.
Charles Conway, seaman, Sailor's Home, drunk and disorderly and assaulting the police at the Home. Fined \$5 for being drunk and disorderly and \$3 for the assault.

December 30, 1878.

JOHN PENMAN AND ANOTHER v. SMITH AND OTHERS.

This was a claim for wages and compensation made by our British seamen, late British Engineer, and Merchant Bishop, late Bremen, of the S. S. *Commonwealth*.

Mr. Francis, instructed by Mr. Pennys, appeared on behalf of the plaintiffs; and Mr. Hayler, instructed by Mr. Toller of Messrs. Sharp Toller and Johnson, for the defendants (the Captain and owners of the steamer). Mr. Francis said that the claim was for wages until the ship arrived in the United Kingdom, hospital expenses, sustenance and passage money to the United Kingdom and the men, he said, shipped in England for 2 years' voyage and on the vessel's arriving there the plaintiffs were sick and unable to proceed. Other men were shipped, and the plaintiffs being sent to Hospital, and discharged without their own knowledge or consent. The question was whether the Captain was entitled to discharge the men against their wish, and was thus to completely put an end to their contract; it was he not bound to provide for their subsistence and their return to England, and pay their expenses as well as their wages until they arrived home. If he were improperly discharged were they entitled to excessive wages and compensation? The learned counsel said he thought there was no need to trouble the Court with evidence in the case, except perhaps that of the Shipping master. He could find no case where a ship, which governed this one, but the Merchant Shipping Act was very clear. The voyage had not terminated, but the Captain left the plaintiffs on shore and absolutely discharged them against their will, and the vessel returns here. The men were ready and willing to return to the duty, but the Captain refused to take the back. The learned counsel asked a number of the actions of the Merchant Shipping Act and referred to the *Lochship* to the decision which he had recently given in the *West Stanley* case, which was in some respects a similar case.

Mr. Hayler said that he was prepared to show that the action taken by his client was what was sanctioned by the Board of Trade. Hundreds of seamen were annually discharged under similar circumstances and in a similar manner, and was really no hardship on the seaman; it

Mr Francis said this was the first time they had had of this, and because they had no desire to throw themselves on the Government, they only asked what was entitled to them.

Mr Bayilar said in reply to Lordship that the ship had no obligation to return here, and that therefore when she left here for Japan, it was the same as though she had left for good and all. There was no law on the face of the board to compel a master to take a ship on board again after he had been discharged, and the men were unable to protest the action, so he provided that they were entitled to go back to the date of their departure, but not to the date of their being left on shore. The Board of Trade would not undertake the responsibility if there was any possibility of making a ship liable.

The Court rose a little before 4 o'clock. His Lordship reserving judgment.

To the Editor of the "CHINA MAIL."
Hongkong, Dec. 30, 1871.
SIR,—Can you or any of your readers inform me where or in what place was experienced Second Assistant Superintendent of the Government Fire Brigade at the late Conflagration? I myself was in several places for about 2 days, but could not ascertain anything of him.

Yours truly,
ENQUIRE

To the Editor of the "CHINA MAIL."
Hongkong, Dec. 30th 1871

SIR,—At a time like the present (although no doubt those whose province it is to superintend the rebuilding of Town destroyed are quite equal to the duty) a suggestion or two may not be out of place, and if you will allow me the liberty I shall be glad to give a few ideas, some of which have no doubt occurred to you and others interested.

It was quite noticeable that when

and Co.'s premises were in full blaze. Iron Shutters of completely finished flames to the interior of the building on ground floor, and it was, at the same time, owing to the fact that the opportunity was given as it enabled the Brigade to play continuously on the outside. Had Messrs Koss & Co.'s been of wood the heat would have been great to have permitted the Firemen have stood their ground, and a very plan would be to enforce all lower fronts to have these shutters fitted, more especially in narrow streets, and where, as it often is the case, the front of the building is open back. Brick walls would also be a source of security and in rebuilding and replastering the town these could easily be constructed as they are simply brick walls of a thickness placed at equal or unequal distances according to the disposition

Streets. These walls would in a place like Hongkong be built north and south and would thus confine any fire within the bounds and certainly prevent its spreading to the westward. The houses on the E. & W. they could easily be arranged at right angles to the main streets and so be completely hidden except at the corners. The houses on the N. & S. on the Cross Streets, where the upper portion would of a necessity be visible; they would be of the same height as the houses, and could be so arranged as to be built within two rows of houses would come back to back, and would be of great service in a fire brigade, as the different streets could be numbered and the alarm bell would send the available appliances for extinguishing fire, to its immediate seat. These coupled with the Taitam-tuk water scheme which doubtless will now be carried out would render almost an impossibility such a catastrophe as occurred on Christmas night.

Yours &c.,
OBSERVER.

To the Editor of the "CHINA MAIL."

December 30, 1878.
 Sir,—Though still in an extremely
 pressed frame of mind, from breath-
 smoke for the last four days, and from
 surveying the inert but eloquent ca-
 gle of charred ruin which is
 smoking in several places, I must write
 a line. Oppressed as I am—and as we
 must be—with this atmosphere of fire, and
 burning as I am—and as all must be—
 indignation at the fact that the great fire-
 god has yet once again caught us napping,
 and made us pay dearly for our misera-
 ble sense of security, I cannot but add
 a little scrap to the many suggestions you
 certainly to receive during the next week
 more. There are one or two things
 writing about a fire of which it is
 necessary to be careful. One of these
 in accepting whatever rumour one hears
 truth; and another is, in expecting
 much from poor human nature unac-
 tomed to great emergencies. With
 few postulates, I will now ask, thro-
 you, one or two questions touching
 unfortunate condition in which our
 extinguishing apparatus was found.
 I suppose Mr. Hennessy will see his way
 to appoint a Commission to inquire either
 the reasons why the fire was permitted
 go to the Police Station unchecked, or
 discover what means may be devised
 prevent the next from reaching the
 Station. Under such a comforting po-
 sibility, the subjoined queries may not be
 a place.

Is it true or untrue that there never from beginning to end, a full and a factory supply of water? Did or did the suction pipes of the engines have anything else than mud to suck up after the tide receded from the rays? Was a scheme of providing additional suction mentioned at last Council meeting called out before the present fire, or was it is a fact, or not, that numerous suction have been made by the assistant Brigade Superintendents, and that have been persistently ignored or pushed? Is it, or is it not, true that arrangements on the Fire Brigade lately been made more as governmental than as a means towards the security of public property? Was Mr Carville on the ground during the progress of

Is it true, or not, that the acting Superintendent saw the utter uselessness of the fuses before midnight, and that he ordered or permission to send gunpowder to the military and local officials on the question of who ought to blow up the houses next to the gunpowder on the scene by midnight while the first charge was fired three hours afterwards, at 10 minutes past 3 a.m. Is it true that the Governor was quite ignorant of the terrible state of things at 1 o'clock, or is it not? Is it true, or not, that the Commodore volunteered to take the responsibility of blowing up the houses next to the gunpowder? Did he not, the fuses take a long time to burn, after it had taken a considerable time at them? Is it true, or is it not, the same mistake made in 1867 was repeated this year, when the houses next to the gunpowder were blown up and the fire fed by the increased of a clean zap being made by the blowing up one or two houses well clear of the flames? Is it a fact or a fiction that the Mihilongos of Shanghai, with their families and their ladders, would have kept to the houses and not gone to the gunpowder? Is it a small compass without the gunpowder? Is it true, or not, that the establishment of this important section of the Fire Brigade has been strongly aided after very fine since 1867? Is it, or is not, the fact that, powder having failed to explode on account of bungling, there was nothing to do but to blow up the houses next to its place? Is it, in point of

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Yours truly,
ENQUIRE

To the Editor of the "CHINA MAIL."
Hongkong, Dec. 30th 1871

SIR,—At a time like the present (although no doubt those whose province it is to superintend the rebuilding of Town destroyed are quite equal to the duty) a suggestion or two may not be out of place, and if you will allow me the liberty I shall be glad to give a few ideas, some of which have no doubt occurred to you and others interested.

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and Co.'s premises were in full blaze. Iron Shutters of completely finished flames to the interior of the building on ground floor, and it was, at the same time, owing to the fact that the opposite side of the street as it enabled the Brigade to play continuously on the opposite side. Had Messrs Koss & Co.'s shed been of wood the heat would have been great to have permitted the Firemen have stood their ground, and a very plan would be to enforce all lower fronts to have these shutters fitted, more especially in narrow streets, and where, as it often is the case, the front of the building is open back. Brick walls would also be a source of security and in rebuilding and replacing the town these could easily be constructed as they are simply brick walls of a certain thickness placed in equal or unequal lengths according to the disposition of

subject subjection to which a Japanese housewife is reduced, is indeed most pitiful; compelled to wait upon her lord's most trivial requirements, at any hour of the day or night; required by native etiquette to satisfy her appetite—except upon rare occasions, such as holidays, festivals &c.—apart from the rice-winner—to be subordinated in the household system even to her own sons—such a lot is not to be envied. One might indeed continue the subject until the end of the chapter,—but how long a chapter! Suffice it to say, that all Europeans with any interest in this land of our sojourning, will be only too glad to welcome any such change in the treatment of "the daughters of lovely Japan" as this attendance of men of the highest rank at the obsequies of a Japanese lady would seem to prefigure.

Certificates that their studies have been completed will shortly be given by the Agricultural Bureau to the students in the *Fu* and *Ken* who are far advanced in the study of the manufacture of black tea. There could not possibly be given a better proof of the lightness and want of heaviness in the Japanese character than this announcement. Here is an example which has taken the Chinese hundreds of years to bring to perfection, which—profiting by the Chinese traditions and experience,—our tea planters in India have only lately acquired after a score years' study and heavy losses on their ventures. Yet here we have a Government giving certificates of competency in a difficult art to men who can only have been working at it, at the most, for about two years—and the product of whose labour has turned out a complete failure, selling on the London market at 25 per cent. discount from its cost price!

It is said that the large canal inside the Naval Department, Tokio, is to be filled up and a permanent building for a Naval College constructed thereon. The expense for this work is estimated at 200,000 yen and three years are expected to elapse before its completion. Officers from the Architectural section of the Public Works Department have been engaged to superintend the work. It is further rumoured that the old building of the Naval College is to be taken down and an office of the Naval Department to be erected in its place. For this purpose the officers are now making drawings and estimates of cost.

A report has reached the Marine office from Inouye, captain of the Japanese man-of-war *Seiki Kikan*, now at Toulon, to the effect that the repairs of the engines of the ship having now been completed, she will start for the return voyage to Japan, via Genoa of Italy, and through the Suez Canal.

A sailing ship in western style, built in the ship building yard of Messrs. Kawasaki & Co., Teukiji, was launched on the 10th instant. She is called the *Riyosen Maru* and is 87 feet in length, 20 feet in breadth, 9 1/2 in depth, and has 2 masts. The tonnage is 133 tons.

In the Mitu Bishi Commercial School only Western Books upon trade have been taught up to the present time, but from the beginning of this month, Chinese books will also be taught.

Officers from the Agricultural Department and the Industrial Section of the Yokio A will shortly proceed to the villages where the rice has suffered from locusts this year to dig out, and examine the roots of the plants, and burn those in which the injurious worms seem to be living. It has been proved that the locusts of this year were produced from worms remaining in the old roots from last season.

Various specimens of timber have recently been sent by the Geographical Bureau, India.

The fishermen of Yokokura, Higashimatsubara, of Higashimatsubara for a long time, noted that their pull-in whale fishing boats, certain persons, interested, in order to promote and increase the business, he formed a company and having collected capital of upwards of 20,000 yen, he bought various apparatus required for whale fishing. The local authorities also wished to stimulate the industry, have lent money amounting to over 1,400 yen as part of capital.

(Japan Gazette.)

As we informed our readers in yesterday's issue of the *Gazette* of the arrival by *Sir Lancelot* of a number of ocean warships who had been picked up by that vessel on Pit's Passage, we now give the story of the unfortunates as detailed by the Captain *de la Voie* to our reporter.

Becoming infected with the gold mining craze in Melbourne, sixteen men, A. Ross Rankie, Jas. Bull, James Robertson, Arthur Peck, Arthur Stephens, Robert Robertson, John Falcomer, John George Nelson, David Wilson, John George Nelson, Henry Heisterkamp, Chas. Greenwood, George Wilcox and C. Schmidt, formed themselves into a company and purchased the schooner *Dove* with the intention of prospecting the north-eastern part of New Guinea for gold. Ross was chosen captain of the craft, selected James Bull as his chief mate, and Alfred Rankie as second mate. They sailed from Melbourne on the 31st of the party as a passenger. The prospectors had every requisite with them for the expedition they had hoped upon, and left Melbourne full of hope and courage, for the company

unknown, inhospitable and unexplored country of New Guinea. The little party made fair progress, and behaved bravely, but was some-
times very nearly struck with a thunder storm on the night of the 11th. The darkness was intense and rendered all the most important work of the day impossible, which, for the instant, lighted up the water and then left the mariners in greater darkness than before. Although the great storm was not of long duration, and the boats were found afterwards to be no worse for it, the rougher men suffered twenty-five days the schooner entered Gulf of Astrolabe and cast anchor in Constantine, on the north-eastern point of New Guinea. Here preparations were made for prospecting. Thirteen of the natives armed themselves, not only with rifles and revolvers to protect themselves against any treacherous attack from natives, but with picks and shovels for the actual outfit of a digger, and we took for the precious metal they had come so far for. Their search was unsuccess-ful and so they determined to return to their vessel and try their luck elsewhere. A number of the natives were seen, but were perfectly friendly.

On the 9th September the *Dove's* was raised and with a fair breeze he was put for the North Eastern entrance of the gulf, casting anchor again and

detached group of islands not far from the main-land. Five men here went in a boat to endeavour to find a river, as well as to see if the country looked inviting for prospecting. Not finding any river, and not liking the look of the country, the explorers returned to the *Dove*. Here again the natives appeared and proved to be very friendly, trading freely, exchanging pigs, coconuts, potatoes, bananas and other fruit and vegetables for old hoop iron, (which savages are proverbially very fond of), beads and such like trinkets.

On the 12th the vessel proceeded on her way along the coast. Shortly after leaving, their troubles commenced; and five of the men fell sick with fever. The vessel's head was put to the north in anticipation of falling in with a river, or at all events a good harbour where they might safely remain and recruit. However the sickness of the men increased until all hands, the captain as well as the rest, were disabled. Unable to manage the vessel, the mate was obliged-up and she lay to for four nights, during which time two of the men succumbed to their maladies and were buried by their comrades in the deep. The first man thus died was George Wilcox, who departed this life on the 23rd September; and was followed by Arthur Stephens on the 26th. Although all the hands were sick three or four were not altogether disabled; and Captain Rennie managed to keep the reckoning. These men now exerted themselves and got the schooner under way once more, steering for Threshold Bay, where they expected to get some assistance as it was known that some Malays resided there looking after the interests of some Dutch traders. The day before arriving there another man, John Kellet, was buried.

On casting anchor in Threshold Bay the Malay and Malayes came on board to trade. Finding the helpless condition of the crew the natives planned an attack upon the vessel, which they carried into execution on the second night. They came on a treacherous and unexpected by ambush and laid siege, and in vain, to the vessel. At daybreak, when about seven o'clock in the morning they were aroused to a sense of their danger by their barking and yelling of some dogs obtained upon the vessel, and clambered over the bows without being seen, but as soon, as they set foot upon the deck the dogs bursted

furiously, and were at once attacked by the natives with spears. Hearing noise, and not having an instinctive knowledge of the cause of it, those men who were able to raise a rifle or point a revolver at once rushed on deck and a furious struggle ensued. The dusky outlines of a number of the naked cannibals were observed forward and formed marks for the rifles and revolvers of the diggers; while the air was rent with their savage yells. For about five minutes it was uncertain which way the tide of battle would flow, as the natives hurled spears and shot arrows with great rapidity and force. A spear penetrated the fleshy part of the mate's arm, passing through it and entering his side. However the natives retired, with a yell, leaving the prospectors masters of the field. Thankful for their escape, and considering the place unsafe for a further

say, sail was set and the *Dove* proceeded to sea. It was anticipated that there were about fifteen canoes engaged in the attack, each about holding from four to six men, though probably not more than a dozen men boarded the schooner. To make more sure of the intended victims, these vessels had despatched a canoe in advance of the main party to take the object of scuttling the vessel. On a diving alongside these worthies attempted to make a hole in the schooner, close to the water edge, and it was found out the next day that they had nearly accomplished this

Once more at sea the distressed mariners stowed their little bark for Amboua, which is situated on the north-west of New Guinea. Soon after sailing it was found that the schooner was leaking very badly, and an examination of the hull proved that worms eaten as a consequence of the men being too sick to clean her bottom. On the 20th November the *Dove* was in Manipul or Bou Strait, about forty miles from Ambou Head. Wind and strong currents, however made progress impossible; and though the pumps were able to do any work were kept few pumps, it became apparent to all that the leak was gaining on them. On the 21st the welcome sight of a sail was observed at the distant horizon. The *Dove's* long boat was got ready, manned and started to intercept the vessel. With anxious heed the men pulled for four long hours and they were rewarded by being seen. The *Sir Lancelot* intercepted proved to be the *Lancelot*, bound from London to Japan. The sorrowful story of the distressed men was told in a few words, and the captain the *Sir Lancelot* agreed to carry all the men and their effects to his port of destination. The *Dove* was brought alongside the *Lancelot*, and the goods and chattels of the unfortunate prospectors being taken aboard, she was left in a sinking condition with two feet of water in her hold.

The *Sir Lancelot* then headed for Yokohama, the captain tending the sick men from his private medical stores, and crew willingly made room for them. Under this kind treatment most of the men began to revive though, on the 25th November another of the sick men, Charles Greenwood, succumbed and was buried at sea.

The *Sir Lancelot* made slow progress owing to light winds and calms, but on the 11th December Japan was sighted, on the 14th the pilot came on board and yesterday the 16th she arrived in harbour.

COCKFIGHTING AS IT WAS.
Previous to fighting, the cocks were ways subjected to a regular course of training or preparation, just as in the case of pugilists, or competitors in more modern athletic sports; the object in this case, in those, being to reduce the weight by muzzing all superfluous flesh, and leaving the bird in the height of more muscular power, spirit, and endurance. Every "co-feeder" or trainer, almost, had his secret, and some of these secrets were highly valuable. Aparent medicine was almost always given, followed by a spare diet of the most crusty "gomputin"; and the birds were regularly "spared" or sweated, by having their spurs muffled, and being allowed their peck and fly at each other, care being taken that they inflicted no serious injury. This treatment was carried on a period varying from a week to a fortnight, but in some cases, where the birds were short, the peck birds were "put to the fast" by being swung vigorously up and down the clothes-line, their efforts to "hold" causing them to perspire freely. Most "authorities" skillful in these matters doubt much if such severe treatment not often cause more harm than good. Into this question we have no motive

storing. Before fighting the cock "was cut out of feather," as it was called; that is, the hackles and saddle-feathers were cut short, the sickles and tail-feathers were docked; like the tail of a rafter, the wing and other feathers also trimmed. This was to prevent the opposing bird having so much by which to take hold, as the game cock fights with his spurs, and usually requires a hold with which to strike a deadly blow. The natural spurs were sawn off half an inch long, and over the artificial ones were affixed by hollow sockets artificial and more deadly weapons of steel or silver. These varied in length from one and a quarter to about three inches. We must in fairness, once be that to describe metal spurs as deadly is simply a mistake; on the contrary, they actually lessened because they shortened the sufferings of the combatants; though there is little doubt that individual blows are more sharply felt, since it is constantly found that cock which fight with a finch, in their natural condition "will not stand steel," and even some which will fight well thus, flinch under a long battle in silver.—*Illustrated Book of Poultry.*

Tuz law's delay is often complained of, and especially in English courts of justice, but a case occurred recently in India in which the law was administered as speedily as could be desired. A Mohammedan fanatic shot Captain Pemberton, the district engineer, on account of some imaginary grievances against another man altogether. The crime was committed on the 8th October. The preliminary inquiry was held on the 9th, and the prisoner was committed for trial on the 10th. He was sentenced to be hanged on the 11th and the sentence was carried out on the 17th, with the entire approval of his co-religionists.

HONGKONG, December 30, 1878.

OPIMUM.—New Patna, cash... \$600
" " " credit, —
" Old Patna, cash... —
" " " credit, —
" New Benares, cash, 680
" " " credit, —
" Old Benares, cash, —
" " " credit, —
" New Malwa, cash, 720
" " " credit, —
" Allowance Taels, 82
" Old Malwa, cash, 780
" " " credit, —
" Allowance Taels, 82

Bank, on demand,	8/6½
" 30 days' sight,	8/4
" 6 months' sight,	3/8
Credits, " " " " " " " "	8/7½
Documentary, 6 months' sight, ...	3/7½
Bombay, demand Rupees,	221
Calcutta, " " " " " " " "	221
Shanghai, demand, " " " " " "	72½
" 90 days' " " " " " "	73½
R. S. Silver, 17 dwts. B.,	109½
Sycee, " " " " " " " "	109
Mexicans, " " " " " " " "	2 % C.
Gold Leaf, 99½ fine	27.90
English Sovereigns,	5.52
Australian Sovereigns,	5.52

Hongkong Bank, 60 % prem.
 Union Ins. Society of Canton, \$1,600
 China Traders' Ins. Co., \$1,500
 Yangtze Ins. Assoc., Tls. 725
 Chinese Insurance Co., \$380
 North China Ins. Co., Tls. 1,250
 H. K. Fire Ins. Co., \$380
 China Fire Ins. Co., \$210
 H. K. & W. Doak Co., 57 % prem.
 H. K. O. & M. S.-boat Co., 56 % prem.
 Shanghai Steam Navigation, Tls. 17
 China Coast Ste. Nav. Co., Tls. 102
 Hongkong Gas Co., \$25
 Hongkong Hotel Co., \$65
 China Sugar Refining Co., 45
 Chinese Imperial Loan, £108
 Do. of 1877, £103/10.

(Taken at Messrs Falconer & Co.'s Premises
Queen's Road.)

HONGKONG, December 30, 1878.		
BAROMETER—	9 A.M.	30.375
Do.	1 P.M.	30.280
Do.	4 P.M.	30.270
THERMOMETER—	3 A.M.	61
Do.	1 P.M.	58
Do.	4 P.M.	56
Do.	(Wet bulb) 9 A.M.	41
Do.	Do. 1 P.M.	44
Do.	Do. 4 P.M.	44
Do.	Maximum ...	58
Do.	Minimum over night	48

The following is corrected from the late
London and Colonial Papers, &c. :—
VESSELS TO ARRIVE

When left.	Name.	From.
Mar.	28, Oracle.	Liverpool.
30,	Bristolian.	Antwerp.
June	26, Underwriter.	Fortress Monroe.
July		

18, Sydénhain,	London
21, Beant,	Antwerp
27, Pilgrim,	Cardiff
28, Miss Cooper,	Antwerp
30, Sumaridge,	Hamburg
31, Charmor,	Cardiff
<i>Aug.</i>	
1, Bury St Edmunds, Penarth	
7, Alfredo,	Cardiff
9, Urania,	Penarth
10, Corea,	London
11, Lota,	Cardiff
16, Friedrich,	Cardiff
<i>Sept.</i>	
13, Excoletor,	Hamburg
17, James Shepherd,	London
27, Cilurauin,	Liverpool
<i>Oct.</i>	
16, Jacobine,	Liverpool
19, Hermann,	Bremen
<i>Nov.</i>	
3, Jan Peter,	Measlin
12, Hector (s.),	Liverpool

LOADING FOR CHINA AND JAPAN FOR
At London.—Steamers via Suez Canal
Glenorchy. Radnorshire.
At Liverpool.
Nestor (s.) Taucer (s.)

Informations.

HONGKONG WHARF & GODOWNS STORAGE.

GOODS RECEIVED ON STORAGE at Moderate Rates, in FIRST-CLASS GODOWNS, under European supervision; and VESSELS Discharged-alongside the WHARF, on favorable Terms, with quick despatch.

MEYER & Co.,

Proprietors.

Hongkong, November 29, 1878. my29

SUBMARINE DIVING.

CAPTAIN W. OLARK has the necessary Appliances for SALVING OPERATIONS, and is prepared to undertake Contracts to work at Wrecks to the Depth of 30 Fathoms.

For particulars as to terms, &c., apply to
LANE, ORAWFORD & Co.
Hongkong, December 9, 1878. ja9

F. HUTCHINGS begs to announce to the Community of Hongkong that he will be able to supply BEEF, MUTTON, &c., from 1st October, and trusts that they may grant him their support.

Shop—WILLINGTON STREET, opposite the Cathedral.
Hongkong, September 20, 1878.

NOTICE.

FOUNDRY AND DOCK, FOR SALE OR TO BE LET.

TENDERS will be Received until the 1st JANUARY, 1879, for the absolute PURCHASE or LEASE for One, Two or Three Years of all that VALUABLE PROPERTY known as the CHINA MERCHANTS STEAM NAVIGATION COMPANY'S FOUNDRY, situated at Hongkong, Shanghai, in the Empire of China, comprising several Rows of GODOWNS, and DWELLING HOUSES for the Staff, and several Rows of WORKSHOPS, with all TOOLS, &c., complete, and covering an Area of about 24 acres. The Foundry commands a fine River Frontage of about 300 feet long, and is the most complete for the Building and Repairing of Ships in China.

Applicants are requested to state the Terms upon which they will take the above Property.

SIMILAR TENDERS will be Received until the 1st JANUARY, 1879, for the COMPANY'S DOCK, situated at Pootung, Shanghai, in the Empire of China, which Dock measures 339 feet by 76 feet, Dock Entrance 72 feet, River Frontage about 1,200 feet, and covering an Area of about 4 English acres, with two DWELLING HOUSES, a BLACKSMITH SHOP and CARPENTER'S SHED attached.

In case of a Sale, one half of the Purchase Money can remain on mortgage of the Property assigned, and in the case of a Lease, substantial security must be given for the due fulfillment of the same by the Lessee. The Company does not bind itself to accept the highest or any Tender.

For further Particulars, apply to
CHINA MERCHANTS STEAM
NAVIGATION COMPANY,
Hankow Road,
SHANGHAI.

December 8, 1878. ja2

Notices of Firms.

NOTICE.

I have This Day RESUMED my BUSINESS as MARINE SURVEYOR at this Port.

R. H. CAIRNS,
Surveyor to Local Insurance Offices and
Lloyd's Register of Shipping.

Club Chambers,
Hongkong, December 21, 1878. fe1

NOTICE.

THE Undersigned being about to Close his Firm at Swatow, hereby notifies that all DEBTS and CLAIMS due to or by him, he will Collect and Pay.

The Interest and Good will of his Business has been transferred to Messrs DOUGLAS LAPRAIK & Co.

E. VINCENT.

Hongkong, November 30, 1878.

NOTICE.

NOTICE is hereby given, that Messrs DOUGLAS LAPRAIK & Co. have This Day Established a BRANCH of their Firm at Swatow, and have authorized Mr G. D. PITMAN to Sign per Procuration.

DOUGLAS LAPRAIK & Co.

Hongkong, November 30, 1878.

NOTICE.

I have This Day established myself as GENERAL AND SHARE BROKER.

CARL DENEKE.

Office, Bank Buildings,
Hongkong, December 3, 1878.

FOR SALE.

NOTICE TO CAPTAINS REQUIRING SEA STOCK.

BEEF, PRIME INDIA MEES
BEEF, For Sale by private bar-
tain on the above Ship. Prices Moderate.

Hongkong, December 24, 1878.

NOTICE.

C O K E & F A R
In QUANTITIES to Suit PURCHASERS.
Apply at the GAS WORKS, West Point.

A. NEWTON,
Manager.

Hongkong, November 8, 1878. ja1

WASHING BOOKS.

(In English and Chinese.)
WASHBURN'S BOOKS, for the use
of Ladies and Gentlemen, are now
ready at this Office.—Price, 5s each.

Simp. Mail Office.

Rail.

Occidental & Oriental Steam-Ship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE, IN CONNECTION WITH THE CENTRAL

and UNION PACIFIC AND CONNECTING RAILROAD COMPANIES

AND ATLANTIC STEAMERS.

THE S. S. "GAELIC" will be despatched for San Francisco via Yokohama, on THURSDAY, the 2nd January, 1879, at 3 p.m., taking Cargo and Passengers for Japan, the United States and Europe.

Connection is made at Yokohama, with Steamers from Shanghai.

Freight will be received on Board until 4 p.m. of the 1st January. PARCEL PACKAGES will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

A REDUCTION is made on RETURN Passage Tickets.

For further Information as to Freight & Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.

G. B. EMORY, Agent.

Hongkong, December 27, 1878. ja2



STEAM FOR SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI, ANCONA, VENICE, MED-

TERRANEAN PORTS, SOUTH-AMPTON, AND LONDON, VIA BOMBAY,

ALSO BOMBAY, MADRAS, AND CALCUTTA.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "TEHERAN," Captain A. H. JOHNSON,

will leave this on SATURDAY, the 4th January, 1879, at Noon.

Tee and General Cargo for London will be conveyed ed Bombay without transhipment, arriving one week later than by the direct route. Silk and Valuables will be transferred to the Calcutta steamer at Galle.

For further Particulars, apply to
A. MEYER, Superintendent,
Hongkong, December 27, 1878. ja2

To Let.

WANTED.

POSSESSION 15th JANUARY NEXT, In a Central Locality.

A HOUSE of 4-6 ROOMS. Apply to
A. B. C.,
China Mail Office.

Hongkong, December 18, 1878.

TO LET.

IN the Houses on MARINE LOT 65, formerly known as the Blue Houses, situated on Praya East:—

No. 2, THE FIRST and SECOND FLOORS, with immediate possession.

No. 3, THE FIRST FLOOR and BASEMENT, either separately or together, with immediate possession.

Also, SIX SPACIOUS ROOMS, with Corridors and Out-houses in the DWELLING HOUSE, to the Eastward of the Pier at Wanchai. These may be had in Apartments of Two or Three Rooms to suit convenience. Fine spacious Verandah looking on the Harbour. Immediate Possession.

For further particulars, apply to
MEYER & Co.
Hongkong, August 15, 1878.

TO LET.

FIRST CLASS GRANITE GODOWNS, attached to Blue Houses at Wanchai, MARINE LOT 65.

Also, A SPACIOUS TIMBER YARD, close to the Wanchai Pier. Timber received on Storage or the Yard Rented.

For further particulars, apply to
MEYER & Co.
Hongkong, August 15, 1878.

TO LET.

THREE OFFICES, in Club Chambers. Apply to
DOUGLAS LAPRAIK & Co.
Hongkong, November 29, 1878.

TO BE LET.

TWO Excellent STONE-FLOORED GODOWNS, on Marine Lot No. 10, Praya Central.

Apply to
TURNER & Co.
Hongkong, August 1, 1878.

INSURANCES.

THE SCOTTISH IMPERIAL INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above-named Company, are prepared to Grant Policies against FIRE on Buildings and on Goods to the extent of \$50,000, at the usual Rates, subject to an immediate Discount of 20 per cent.

Auction is invited to a considerable reduction in Premiums for Life Insurance in China.

MEYER & Co.,
Hongkong, August 15, 1878.

Insurances.

ROYAL INSURANCE COMPANY. THE Undersigned, Agents for the above Company, are prepared to grant Insurances at current rates.

MELCHERS & Co.,
Agents, Royal Insurance Company,
Hongkong, October 27, 1878.

CHINESE INSURANCE COMPANY, (LIMITED.)

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profit, are distributed annually to Contributors whether Shareholders or not, in proportion to the net amount of Premiums contributed by each, the remaining third being carried to Reserve Fund.

J. BRADLEE SMITH,
General Agent,
pro tem.

Hongkong, December 9, 1878.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Undersigned, AGENTS at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same; at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co.,
Agents,
Hongkong, July 6, 1878.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on Board Vessels and on Hulls of Vessels in Harbour, at the usual Rates and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to
ARNHOLD, KARBERG & Co.,
Agents, Hongkong & Canton.

Hongkong, January 4, 1887.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies against FIRE to the extent of \$45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

NORTON & Co.,
Agents,
Hongkong, January 1, 1874.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHTRIE,
Secretary,
Hongkong, November 1, 1871.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER of His Majesty King George The First, A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department. Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department. Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department. Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co.,
Hongkong, July 25, 1873.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Pootung, Shanghai and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co.,
Hongkong, October 14, 1869.

Merchant Vessels in Hongkong Harbour.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore K., and those in the body of the Shipping or midway between each shore are marked C., in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Iron Works.
3. From Novelty Iron Works to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

Vessel's Name.	Anchor- age.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
Bayan	6 c	Russian	corvette	2000	10	.....	Dec. 28	R. Poyel
Fly	7 h	British	gun vessel	584	4	120	Dec. 21	M. McNeil
Kestrel	6 c	British	gun vessel	584	4	100	Dec. 14	Fred. Edwards
Lapwing	7 h	British	gun vessel	784	3	160	Dec. 24	W. J. Scott
Marquis del Duero	8 c	Spanish	transport	774	3	160	Nov. 4	W. M. Lang
Monarch	8 c	British	military hospital	2591	.....	.....	Nov. 7	Gullienne Lobb
Mosquito	8 c	British	gunboat	430	4	50	Nov. 22	La. Com. G. A. Grey
Patino	K. D.	Spanish	transport	1200	.....	.....	Dec. 10	M. Torres
Victor Emanuel	8 h	British	Commodore's flag-ship	3087	20	.....	.....	Commodore Watson
Vigilant	8 h	British	despatch vessel	858	2	250	Nov. 18	William M. Annesley

Men-of-war in Hongkong Harbour.

Vessel's Name.	Anchor- age.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
Black Prince	for Shanghai	Chinese	Chinese	Chinese	Chinese	Chinese	Chinese	Chinese
Christian	for Takao	Chinese	Chinese	Chinese	Chinese	Chinese	Chinese	Chinese
Kolga	British barque	Chinese	Chinese	Chinese	Chinese	Chinese	Chinese	Chinese
Menallian	British brig	Chinese	Chinese	Chinese	Chinese	Chinese	Chinese	Chinese
Queen of West	for Shanghai	Chinese	Chinese	Chinese	Chinese	Chinese	Chinese	Chinese
Rosa Boettcher	for Chefoo	Chinese	Chinese	Chinese	Chinese	Chinese	Chinese	Chinese
Sheldrake	H. M. gunboat	Chinese	Chinese	Chinese	Chinese	Chinese	Chinese	Chinese

FOOCHOW SHIPPING IN PORT.

Vessel's Name.	Anchor- age.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
Black Prince	for Shanghai	Chinese	Chinese	Chinese	Chinese	Chinese	Chinese	Chinese
Christian	for Takao	Chinese	Chinese	Chinese	Chinese	Chinese	Chinese	Chinese
Kolga	British barque	Chinese	Chinese	Chinese	Chinese	Chinese	Chinese	Chinese
Menallian	British brig	Chinese	Chinese	Chinese	Chinese	Chinese	Chinese	Chinese
Queen of West	for Shanghai	Chinese	Chinese	Chinese	Chinese	Chinese	Chinese	Chinese
Rosa Boettcher	for Chefoo	Chinese	Chinese	Chinese	Chinese	Chinese	Chinese	Chinese

SHIPPING IN SHANGHAI HARBOUR.

Vessel's Name.	Anchor- age.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
Achilles	for London, &c.	Chinese	Chinese	Chinese	Chinese	Chinese	Chinese	Chinese
*Amoy	Chinese	Chinese	Chinese	Chinese	Chinese	Chinese	Chinese	Chinese
Cypriote	Chinese	Chinese	Chinese	Chinese	Chinese	Chinese	Chinese	Chinese
Eldorado	Chinese	Chinese	Chinese	Chinese	Chinese	Chinese	Chinese	Chinese
Europa	Chinese	Chinese	Chinese	Chinese	Chinese	Chinese	Chinese	Chinese
Forbula	Chinese	Chinese	Chinese	Chinese	Chinese	Chinese	Chinese	Chinese
Flora McDonald	Chinese	Chinese	Chinese	Chinese	Chinese	Chinese	Chinese	Chinese
Foochow	Chinese	Chinese	Chinese	Chinese	Chinese	Chinese	Chinese	Chinese
Fungahua	Chinese	Chinese	Chinese	Chinese	Chinese	Chinese	Chinese	Chinese
Fuyow	Chinese	Chinese	Chinese	Chinese	Chinese	Chinese	Chinese	Chinese
H. C. Orsted	Danish	Chinese	Chinese	Chinese	Chinese	Chinese	Chinese	Chinese

MERCHANDISE SAILING VESSELS.

Vessel's Name.	Anchor- age.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
Annie Flah	American ship	American	American	American	American	American	American	American
Atma	for London	American	American	American	American	American	American	American

SAILING VESSELS.

Vessel's Name.	Anchor- age.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
Black Adder	British ship	British	British	British	British	British	British	British
Charley	British barque	British	British	British	British	British	British	British
Cutty Sark	British ship	British	British	British	British	British	British	British
Ethan Allen	American barque	American	American	American	American	American	American	American
Enella	British barque	British	British	British	British	British	British	British
Fiery Cross	British ship	British	British	British	British	British	British	British
Forward Hol	American ship	American	American	American	American	American	American	American
Golden State	German ship	German	German	German	German	German	German	German
H. Upman	German ship	German	German	German	German	German	German	German
Haus	German ship	German	German	German	German	German	German	German
Havilah	British barque	British	British	British	British	British	British	British
Helens	British barque	British	British	British	British	British	British	British
Hope	British barque	British	British	British	British	British	British	British
Inheritance	British barque	British	British	British	British	British	British	British
Irana	British barque	British	British	British	British	British	British	British
Martha	G. ship	G. ship	G. ship	G. ship	G. ship	G. ship	G. ship	G. ship
Mary Whitridge	for New York	British	British	British	British	British	British	British
Nourmahal	British barque	British	British	British	British	British	British	British
Omega	British barque	British	British	British	British	British	British	British